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- Hmm, nobody's using it. Let's add walkability.
- What is walkability?

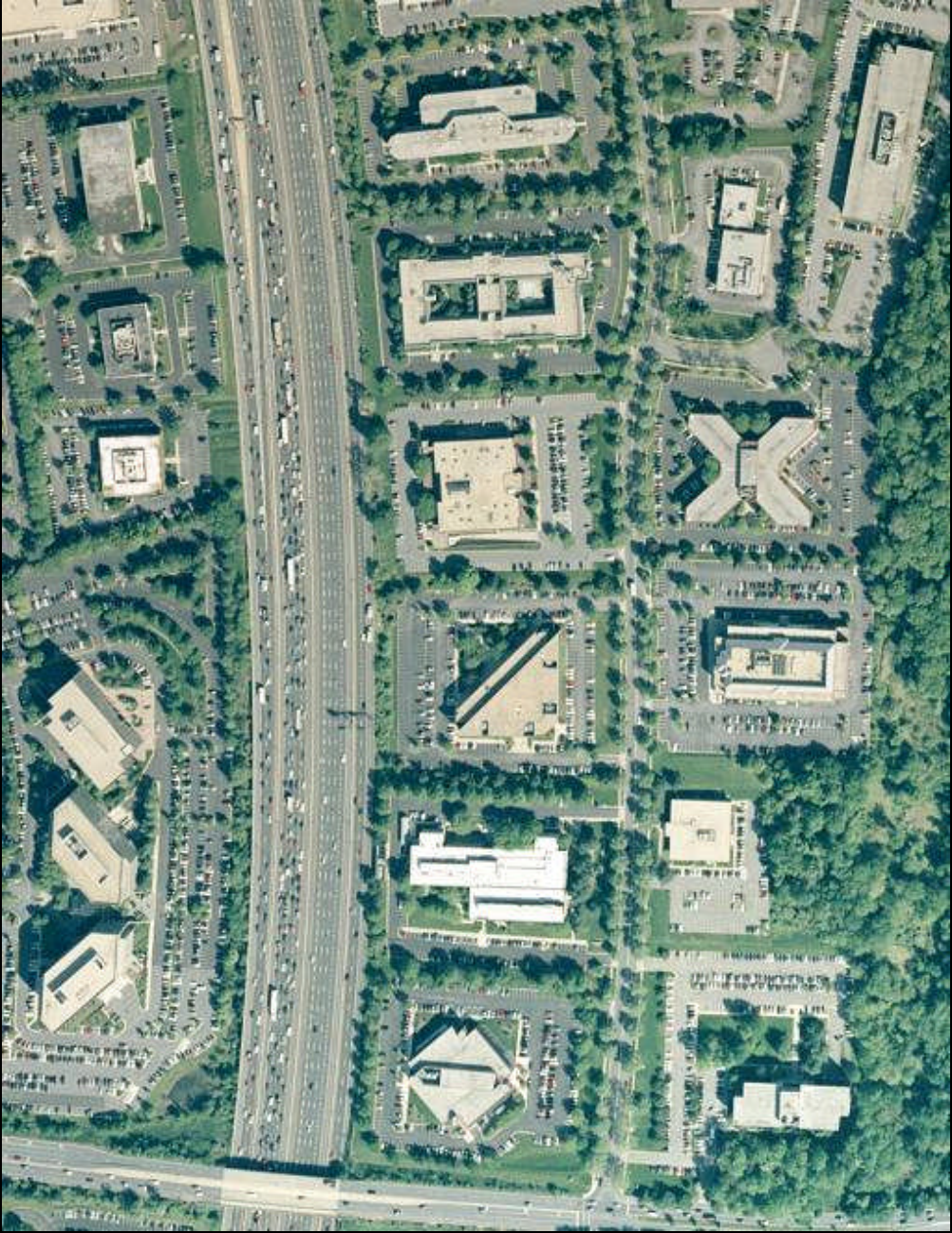
Successful city = people walking. How do you get people to walk?

- A reason to walk (balance of uses)
- A safe walk (reality and perception)
- A comfortable walk (space and orientation)
- An interesting walk (signs of humanity)

Successful city = people walking.
How do you get people to walk?

- A reason to walk (balance of uses)



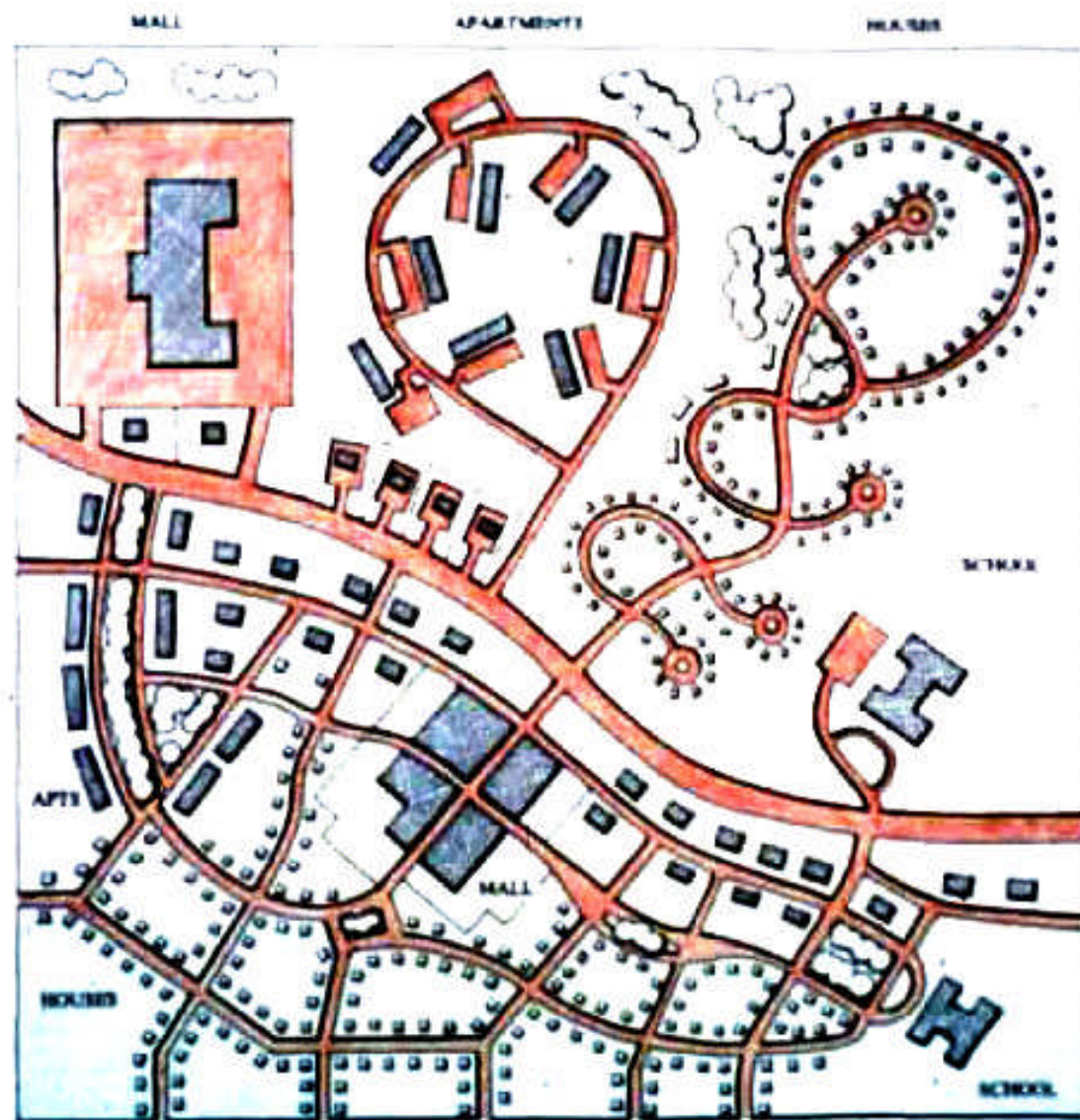




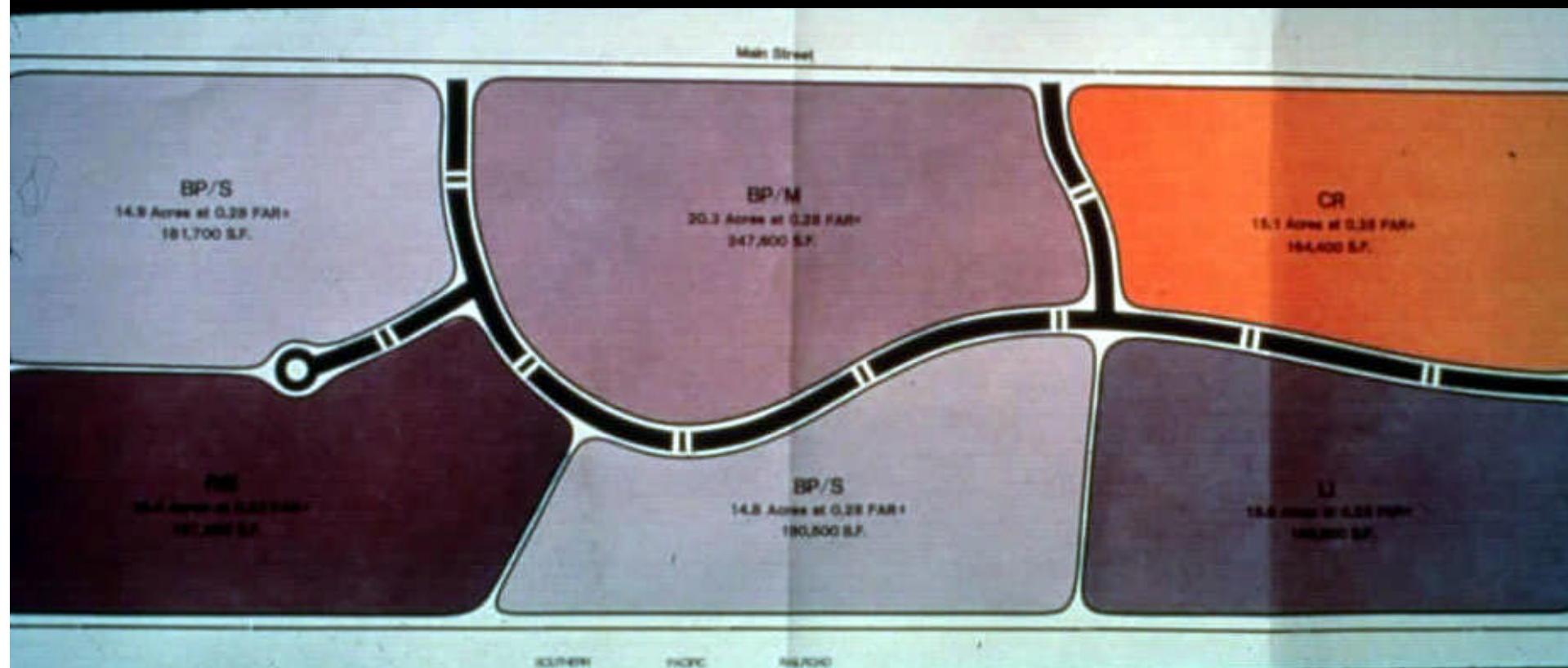


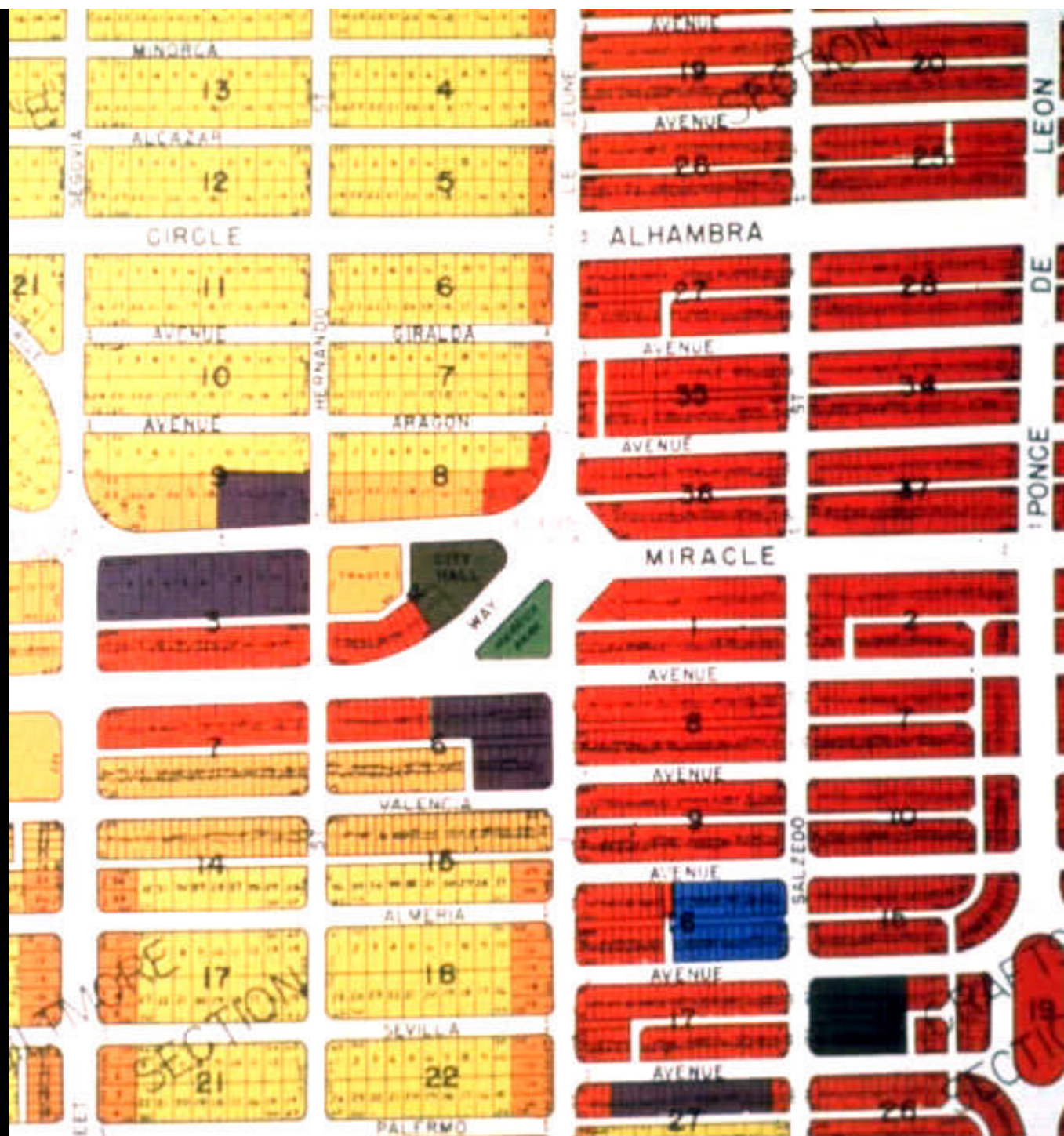


SUBURBAN SPRAWL



TRADITIONAL NEIGHBORHOOD





Successful city = people walking.
How do you get people to walk?

- A reason to walk (balance of uses)
- A safe walk (reality and perception)











Width of streets is narrowed by popular demand

BY HELEN NEMEC
STAFF WRITER

Complaints from residents about mandated street widths has resulted in an emerging street-width policy for improved roads in Birmingham.

The City Commission has narrowed the standard width for non-fire route streets and is expected to set a width for fire routes within a month.

"We need information and then we need to officially designate fire routes," said city commissioner Archie Damman III.

The city's engineering and public services department will present a report on street widths concerning fire routes at today's city commission meeting.

The new policy is that non-fire route streets can be 20-foot wide with parking on one side of the street or 26-foot wide with parking on both sides of the street.

Nine residents attended the Jan. 18 long-range planning session where the street width policy changed. Susan Gienapp, who has endorsed narrower streets, had given the commission a report from Portland, Oregon that showed how it had narrowed streets.

The idea of "traffic calming" and residential streets that had more of a small town flavor came up a number of times during the Downtown Master Plan study.

The policy affects the approximately half of Birmingham's roadways that still don't have curbs, gutters and storm sewers and currently are classified as unimproved roads. The city has 45 miles of improved streets; 25 miles of unimproved streets without curbs or gutters; and 20 miles of unimproved streets with curbs.

The petition of three streets in

BIRMINGHAM

the neighborhood immediately south of the downtown prompted the commission to rethink its policy which was reaffirmed last year as 29-foot wide. On citizen petitions to pave and improve the streets, the city engineering department had specified that improved streets would be done at 29-foot widths.

"I support this concept," said city commissioner Eleanor Siewert of the new widths. "We could handle something with options. I was very influenced by reading the Portland report. After the master plan, I've become more aware of what our streets look like."

City Manager Thomas Markus still has reservations about narrower streets. Portland, he noted, has a public transit system where Birmingham residents are reliant upon their cars and need more parking space.

Additionally, Markus expects that the narrower streets will become less used for cut-through traffic.

"When we downsize one neighborhood street, that will force traffic on the wider streets," Markus said.

Birmingham went with a 29-foot street width to allow safety vehicles, such as fire trucks and ambulances, to pass if cars are parked on both sides of a street. The large fire trucks are 9-foot, 10-inches wide. The street width policy last year was reaffirmed by a 4-3 city commission vote, though the topic of street width surfaced at every commission meeting where road improvements were discussed.

WHAT ARE SKINNY STREETS?

The City of Portland requires most newly constructed residential streets to be 30 or 36 feet wide, depending on neighborhood on-street parking needs. In the past, residential streets were required to be as wide as 52 feet. To achieve the benefits described below, the City reduced residential street widths.

Why create skinny streets in neighborhoods?

Allowing newly paved residential streets to be narrower provides many benefits to area residents. Skinny streets help preserve neighborhood livability, while improving access to homes, some benefits are:

Maintain neighborhood character.

Construction of a wide paved street to replace a narrow unpaved road can change a neighborhood's atmosphere. Skinny streets reduce the impact on slopes and easements, on yards and on neighborhood self-image.

Lower construction costs.

Construction of narrower streets costs less. This means that residents who want to improve existing streets are able to do so for less money and developers can create new neighborhood streets less expensively.

Save vegetation & trees.

In existing neighborhoods, narrower paving widths reduce the need to cut trees and shrubs along the street.



Reduce stormwater runoff.

Paved streets are a major source of stormwater runoff. Pollutants from cars, as well as fertilizers, pesticides and other chemicals, are collected in stormwater, which flows into storm sewers. Eventually, this dirty water reaches area streams and rivers. Reducing pavement reduces stormwater runoff and allows more water to soak directly into the ground.

Encourage traffic safety.

Narrower streets discourage non-neighborhood traffic and force drivers to slow down.

Encourage better land-use.

As stewards of our natural resources, we know that streets aren't the best use of existing undeveloped land. With skinny streets in new developments we have more room to house our growing population while reducing the amount of land reserved for traffic use.

Who decides on a street's width?

If you live on an unimproved street, you may be considering forming a Local Improvement District (LID) to complete your street. With an LID, you and the other property owners on your street would pay for improvements, and the City would be responsible for future maintenance.

In that case, you and other participating property owners can help design what your street will look like. Collectively, you can decide if you want parking on one or both sides of the street. This will determine how wide the street will be.

In new neighborhoods, developers will select the street width they believe to be most appropriate within the city guidelines.

Can emergency vehicles reach my home?

The Fire Bureau participated in exercises in older neighborhoods with narrow streets. The Bureau found that street widths based on skinny street guidelines will provide adequate access for emergency vehicles.

How Can I Learn More About SKINNY STREETS?

The City of Portland's Office of Transportation has set up the Local Streets Outreach Program. If you would like more information, or if you're interested in a presentation about skinny streets, please contact:

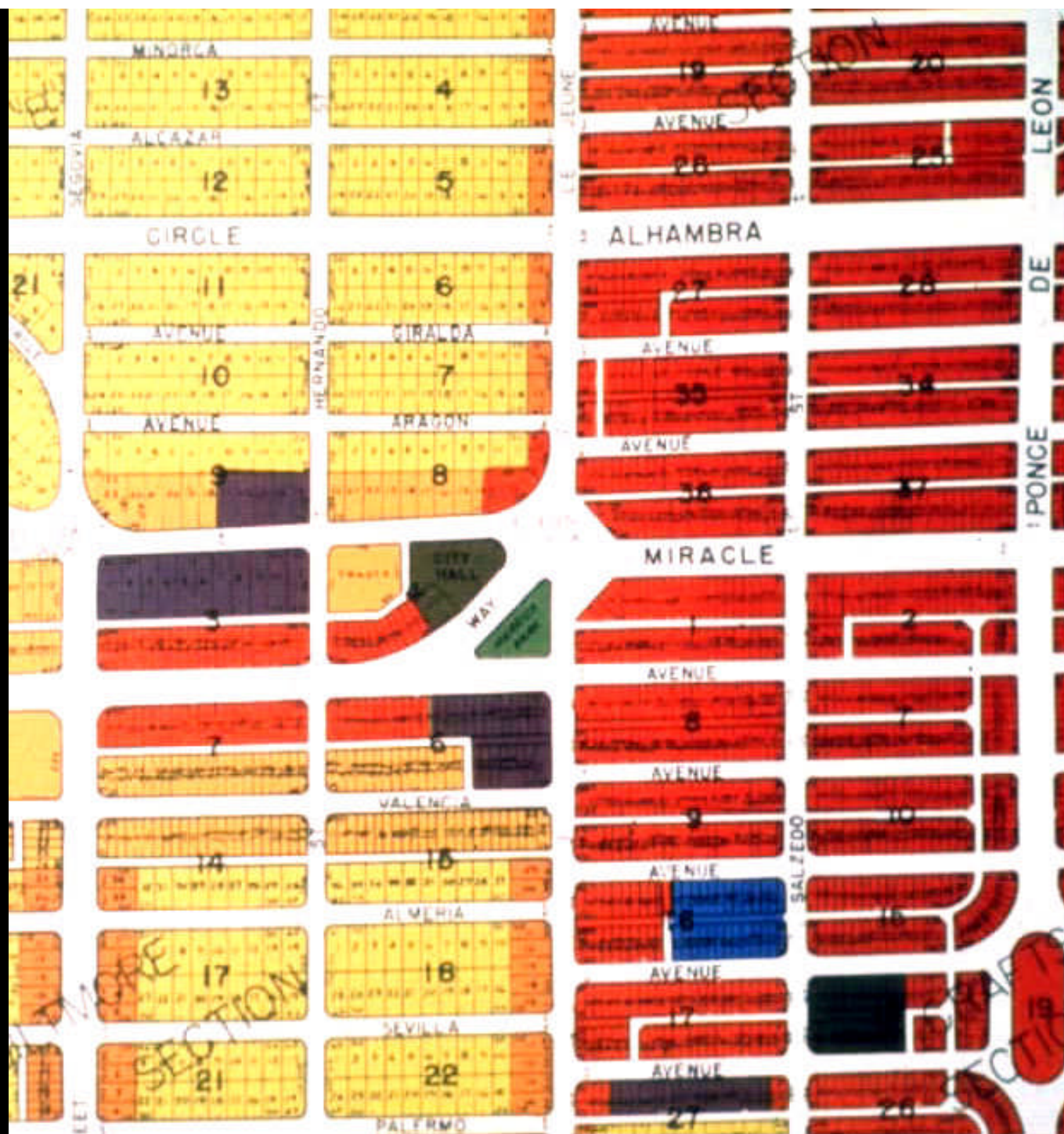
(503) 823-7046











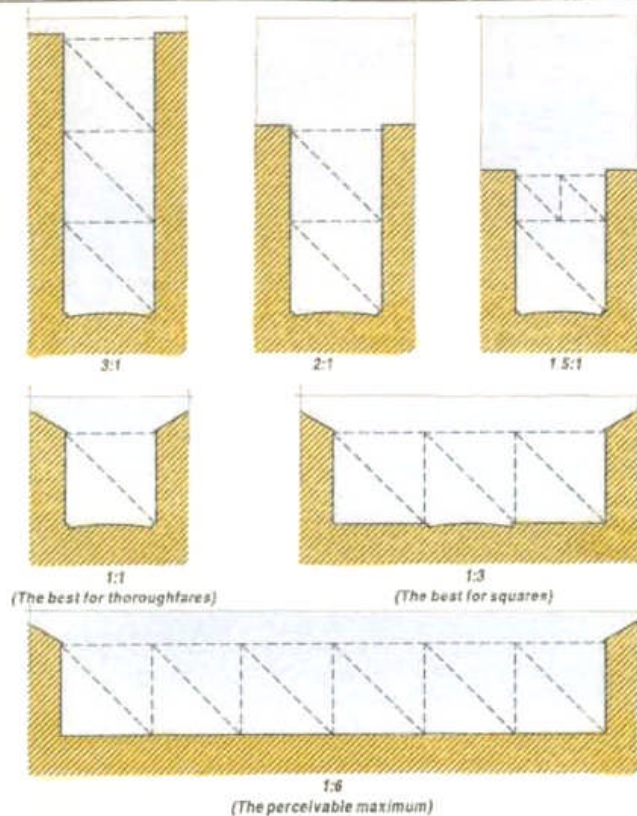
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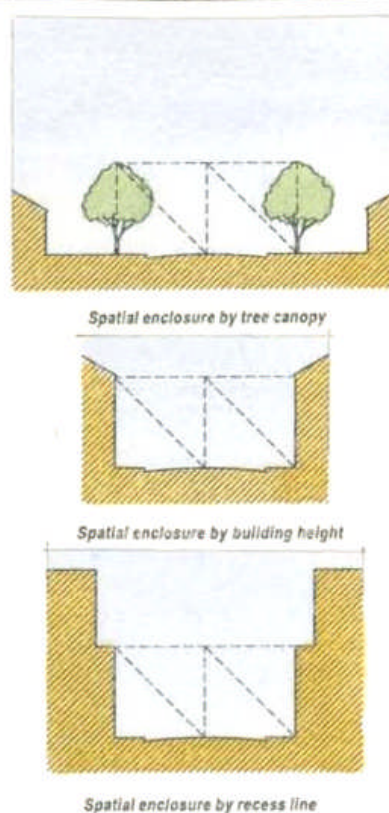
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SPATIAL DEFINITION BY HEIGHT-TO-WIDTH RATIO



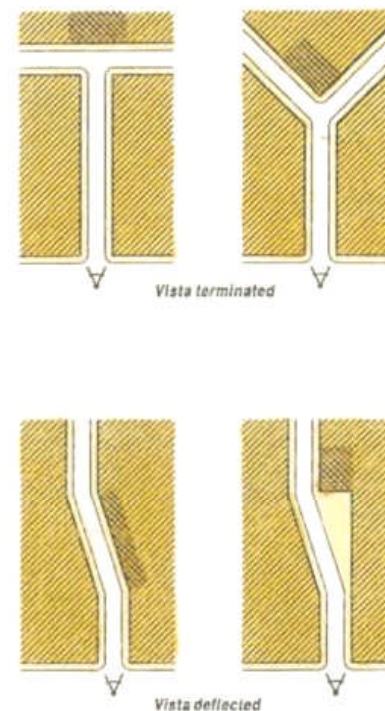
- **Spatial Definition:** the fabric achieved when enfronning facades are aligned in a coherent manner, and the defined space does not exceed a certain height-to-width ratio.
- **Height-to-Width Ratio:** the proportion of spatial enclosure related to the physiology of the human eye. If the width of space is such that the cone of vision encompasses less street wall than open sky, the degree of spatial enclosure is slight. As a general rule, the tighter the ratio, the stronger the sense of place and, often, the higher the real estate value. See: **Sense of Place**

SPATIAL DEFINITION IN SECTION



- **Spatial Enclosure:** the defining elements of a public space provided by facades with disciplined tree planting as an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that exceed the maximum height-to-width ratios.
- **Enclosure:** a physical attribute of thoroughfares and open spaces, contributing to a sense of place. Enclosure of the public realm involves the delimitation of the public space by frontages as a room is defined by its walls. Controlling the degree of enclosure is one of the principal variables in the creation of an urban-to-rural transect. Enclosure is adjusted through the selection of frontage types or by a build-to line specifying the minimum building frontage and the minimum building height.

SPATIAL DEFINITION IN PLAN



- **Terminated Vista:** the visual composition at the axial termination of a thoroughfare. Unwin stated that "vistas should be terminated and the termination should be significant." By significant he meant not leaving it to chance or "happy accident." This stricture is rather demanding as there are few buildings worthy of sustaining the importance of an axial termination. It is therefore usually acceptable for a vista to be deflected by an angle of the thoroughfare until a suitable termination can be effected. As a rule, the termination or deflection should occur within 1,000 ft of any vantage point, as architectural detail beyond that distance is usually ineffective (this is also a rule of shopping mall design). Syn.: **Street Picture**









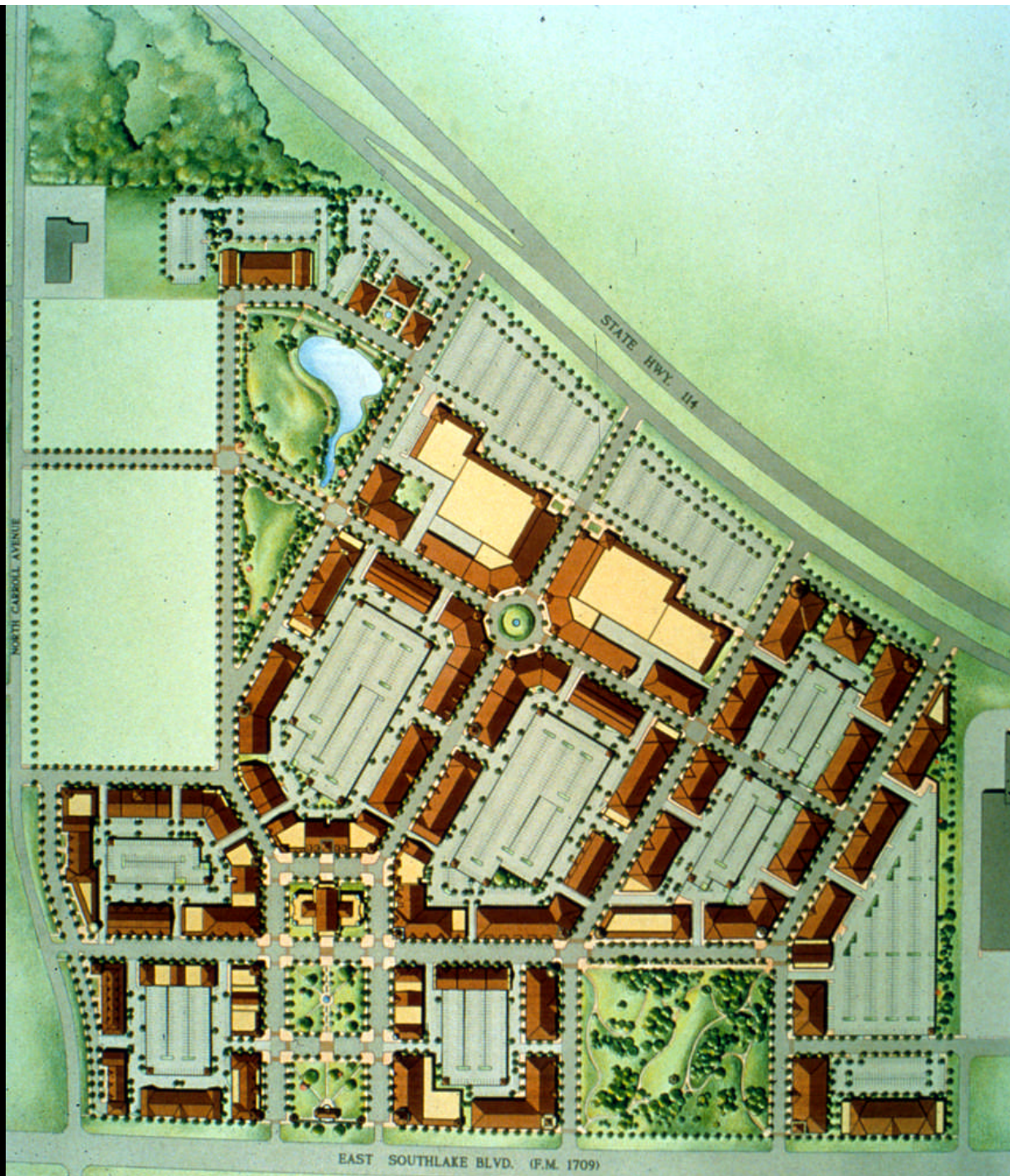
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DCMR

DISTRICT OF COLUMBIA MUNICIPAL REGULATIONS

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ZONING

D.C. OFFICE OF DOCUMENTS AND ADMINISTRATIVE ISSUANCES

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MAYOR

FEBRUARY 2003

ARNOLD R. FINLAYSON, Esq.
ADMINISTRATOR

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URBAN CODE • THE TOWN OF SEASIDE

DEFINITION	TITLE 1	TITLE 2	TITLE 3	TITLE 4	TITLE 5 SPECIAL DISTRICTS	TITLE 6	TITLE 7	TITLE 8	REMARKS
RESIDENTIAL SINGLE-FAMILY									See Ordinance 1998-01 for details.
RESIDENTIAL TWO-FAMILY									See Ordinance 1998-01 for details.
RESIDENTIAL THREE-FAMILY									See Ordinance 1998-01 for details.
RESIDENTIAL FOUR-FAMILY									See Ordinance 1998-01 for details.
RESIDENTIAL FIVE-FAMILY									See Ordinance 1998-01 for details.

URBAN STANDARDS, TABLE A : BUILDING TYPE

R U R A L										S E C T I O N										U R B A N									
VILLA			HOUSE			COTTAGE			ZERO-LOT-LINE			ATTACHED SINGLE FAMILY			FLEXHOUSE			APARTMENT BUILDING			COMMERCIAL BUILDING								
<p>• Villa: A single-family dwelling on a very large separate lot (typically over 7,500 sq. ft.) of rural character, shared by one or more optional ancillary building.</p>			<p>• House: A single-family dwelling on a larger lot (typically 5,000 to 7,500 sq. ft.), shared with an optional ancillary building to the rear yard.</p>			<p>• Cottage: A single-family dwelling, smaller than a house, on a standard lot (typically 3,000 to 6,000 sq. ft.), shared with an optional ancillary building in the rear yard.</p>			<p>• Zero-lot-line: A single-family dwelling which occupies one side of a standard lot (typically 3,000 to 6,000 sq. ft.), with a single side yard to the other side, shared with ancillary building in the rear yard.</p>			<p>• Attached Single-Family: A single family dwelling with common walls on the side lot lines, on a narrower lot (typically 1,500 to 3,500 sq. ft.). An ancillary building (typically garage) sits at or near the rear lot line.</p>			<p>• Flexhouse / Live-Work Unit: A mixed use building type with one dwelling above or behind a commercial space, on a narrower lot (typically 1,500 to 3,500 sq. ft.). Garage may be separated from main structure as a rear ancillary building.</p>			<p>• Apartment Building: A residential building type accommodating multiple dwellings disposed above and beside each other, typically sharing a common entry. Lot sizes vary widely. May contain non-residential uses as specified in Table D.</p>			<p>• Commercial Building: A flexible commercial building type. Lot sizes vary widely. Commercial buildings may have floorplates deeper than residential ones, and may contain apartments on the upper stories.</p>								

URBAN STANDARDS, TABLE B : FRONTAGE TYPE

FRONTAGE

• **Frontage:** the privately held layer between the facade of a building and the lot line. The variables of frontage are the dimensional depth of the front yard and the combination of architectural elements such as fences, stoops, porches, and colonnades, which occupy the setback zone. The frontage ranges in character from urban to rural as a function of the composition of these elements.

In some cases, such as Arcades & Awnings, frontage elements may occupy the public right-of-way, as indicated.

	SECTION	LOT	ROW	PLAN	LOT	ROW	
<ul style="list-style-type: none"> • Arcade: a roofed series of columns or arches overlaps the sidewalk above while the ground story remains set back at the lot line. This type is indicated for retail use, but only when the sidewalk is absorbed within the arcade so that a pedestrian cannot bypass it (the arcade columns must land approx. 18' from the curb). The upper story may occupy the public right-of-way above the arcade. The arcade must be no less than 8 ft deep. Ideal for southern elevations. Balconies, roof eaves, bay windows, and other upstairs elements are allowed to overhang the public right-of-way. 							T6 URBAN CORE
<ul style="list-style-type: none"> • Shopfront & Awning: a facade is aligned close to the frontage line with the entrance at sidewalk grade, commonly equipped with cantilevered roof or an awning. This type is conventional for retail frontage. The absence of a raised ground story precludes residential use on the ground floor, although this use is appropriate above. The awning is recommended but optional, ideal for southern elevations, and must be no less than 6 ft. deep. Balconies, roof eaves, bay windows, and other upstairs elements are allowed to overhang the public right-of-way. 							T5 URBAN CENTER
<ul style="list-style-type: none"> • Stoop: a facade is aligned close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows. This type is suitable for ground-floor residential uses at short setbacks. The stoop usually sits on or behind the property line, but is allowed to occupy up to 4 ft. of the public sidewalk on buildings with zero setback. Balconies, roof eaves, bay windows, and other upstairs elements are allowed to overhang the public right-of-way. 							
<ul style="list-style-type: none"> • Dooryard: a facade is set back from the frontage line with an elevated garden or terrace, or a sunken light court. This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is suitable for restaurants and cafes as the eye of the sitter is level with that of the standing passerby. The light court can give light and access to a basement. 							T4 GENERAL URBAN
<ul style="list-style-type: none"> • Forecourt: a facade is aligned close to the frontage line with a portion of it set back (no more than 50%). The forecourt created is suitable for patios and gardens types. At least one tree must be placed to have its canopy overhanging the sidewalk. Balconies, roof eaves, bay windows, and other upstairs elements are allowed to overhang the public right-of-way. 							
<ul style="list-style-type: none"> • Porch & Fence: a facade is set back from the frontage line with an encroaching porch appended. The fence at the frontage line maintains the demarcation of the yard. A great variety of porches is possible (one story, two story, etc), but to be useful, none shall be less than 7 ft deep. 							T3 SUBURBAN
<ul style="list-style-type: none"> • Common Lawn: a facade set back substantially from the frontage line. The front yard thus created shall remain unfenced and be visually continuous with adjacent yards. The ideal is to simulate buildings sitting in a common rural landscape. A front porch is allowed but not warranted, as social interaction from the enfronting thoroughfare is unlikely at such a distance. 							



SMART AND BEAUTIFUL: The Vermillion development near Huntersville, N.C., offers a smart-growth alternative to more suburban sprawl.